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October 1, 2019

MEMORANDUM

TO: Miss Donna Chun

FROM: Councilmember Brandon Elefante 

SUBJECT: Travel Report for the 2019 Rail~Volution Conference in Vancouver, BC

Attached you will find my travel report for the 2019 Rail~Volution Conference from September 8, 2019 to September 11, 2019.

2019 25th Annual Rail~Volution Conference
September 8 to 11, 2019
Hyatt Regency Vancouver, BC, Canada
Report By: Brandon Elefante, Honolulu City Councilmember, District 8

BACKGROUND

Rail~Volution began as an outreach and advocacy effort to bring people together for the Portland metropolitan region's MAX Light Rail System. Under the leadership of Congressman Earl Blumenauer (District 3, Oregon), Rail~Volution evolved into a national conference. Since then, the conference has been held in various cities across North America with a goal to transform cities across the nation into safer and more livable cities that are economically vibrant and sustainable while giving people transportation choices. Rail~Volution is a 501(c)(3) non-profit charitable organization.

This year's conference was held in the Vancouver, BC, Canada region. The majority of the conference sessions were held at the Hyatt Regency in Downtown Vancouver from September 8 to 11, 2019. The conference attracts national experts from across the country and from North America to collaborate and discuss best practices in all areas of transportation.

I hope this information will provide you with a better understanding of national and international trends relating to best practices with emerging transportation alternatives, especially rail, transit-oriented development, and other initiatives that interface with rail.

Sunday, September 8, 2019

10:30AM to 1PM

Mobile Tour No. 1

Rail to Trail: Cycling the Arbutus Greenway

Cycle City Tours

-Bike rental for the tour

#CycleVancouver

Tour Guides

Maggie

Kevin

David

Danielle

Information about the Arbutus Greenway: <https://vancouver.ca/streets-transportation/arbutus-greenway.aspx>

Program Summary: The Arbutus Greenway is a north-south transportation corridor that will connect people, parks and communities from False Creek to the Fraser River. Join members of the project team as they share the City's vision to transform this historic railway corridor into a greenway for walking, cycling and other non-motorized modes of transportation. What were

the challenges in developing the design? What opportunities arose while implementing ideas on the temporary path? Learn about the history of the project, the design vision for each character zone and the overall master plan.

- Used to be an old railway line and has transformed into an amazing trail -Purchased in 2016 -Purpose and vision is to build an active transportation corridor -Spaces for public parks, culture, food cultures
- Design and vision for future Greenway
- Thousands of people use it
- 8K to 10K years ago Squamish Village
- First Nations (Two Nations and Villages) Connected together
- Delivering messages when Britain and England came in (colonization)
- Railways came in (Canadian Pacific Railway, Passenger and freight railway)
- Stopped in 1957 for passenger railway
- Expo 1986 put Vancouver on the map
- 1995 Urban Railway Task Force identified Arbutus Railway (north to south) to protect area
- Freight would bring in Salmon, stopped in 2001
- 2005 Supreme Court ruled that the city had the right to zone it Transportation and that Canadian Pacific Railway (CPR) had no justification -CPR decided to put the Railway back and remove the community gardens
- 2001 to 2015 dormant land (owner is Canadian Pacific Railway) Some squatters in different areas
- \$55 M Canadian dollars (5.5 miles; 20 meters wide) settlement agreement City of Vancouver purchased it for that amount -Mayor of Vancouver identified it similar to Highline Park in New York Agreement for walking, cycling, light Railway and work with CPR Any property that didn't use for greenway 1/2 split cost with CPR -Light Rail corridor
- 2014 to 2015 City of Vancouver rezoned as Transportation area
- 2015 Active community gardens
- 15 to 20 miles south of here
- Barley as well
- Railway Ale from barley along the Greenway –
- Urban Landscape Task Force -Port Noddy –
- Moved Into Vancouver to have more land
- Arbutus Corridor
- Shaughnessy (large urban development) where Rail workers used to live Now it's the most expensive area to live in
- Project Team (temporary path) and future use Greenway
- Community wanted something greenery
- Access for everyone

- Asphalt and greenway
- Wanted a soft surface (temporary greenway) Design/Vision of the Nine KM would be Six communities with parks "Greenway acts as a river to connect North and South"
- Maggie Designed eight character zones
- Feedback on zones (five rounds of engagement) Major open houses across the Greenways Design workshop Asked for Arbutus Champions for all the sectors (110 champions)
- Three day workshop with the champions Feedback and education Street car and walking path
- Local meetings Got political support from Councilors for funding and vision of the area Mixed funding sources (community contributions, senior levels, federal, City of Vancouver a portion)
- Multiple languages offered and engagement to the community
- Pre-plan and Post-Plan with Street car Trail-oriented Development is being looked at Street car will be planned throughout the entire corridor
- City of Vancouver owns corridor
- Six Parks across the Greenway Not connected because it was a rail corridor previously
- Backs of the buildings on the Greenway
- New future planning to orient their buildings to Greenway with Zoning
- 90% of Greenway had invasive species
- Native planting with indigenous nations
- Get out with media and engage community

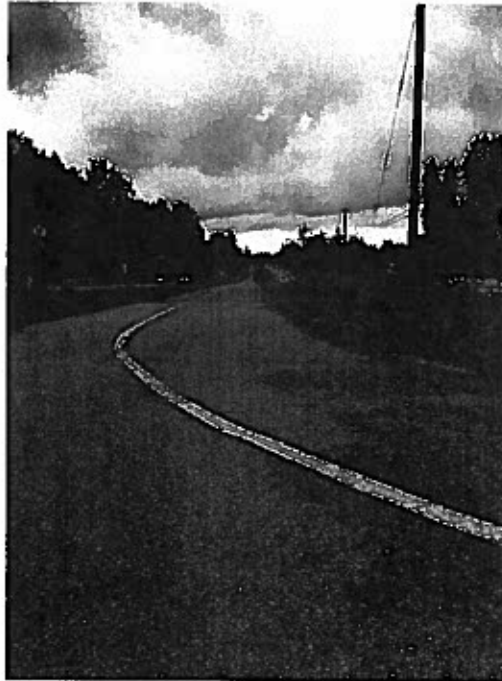
Harvest Table Character Zone No. 1

- City Farmer since 1968
- Food garden and composting
- 17.2 meters width; 3.5 meters for cycling and 3.5 for pedestrians
- A number of parks (Character zone one Parks Table)
- First agriculture urban garden in North America (urban agriculture food garden)

Zone No. 2 - Electric Alley

- Local community opposition to the name because thought it would be disco area and Studio 54 type venues
- Integrated Graffiti Management Team First Nations Arts and Culture
- 15 meters wide (narrowest area)
- Street car only one way along the Greenway
- Major hub - Millennium/Broadway Line extension
- 162,000 daily bus/transit
- Three Local routes and Bus Rapid Transit Looked at eight character zones
- What zones will be built first

- This Area will be built later
- 4.5 mile line (five of the six stations will be underground) -Canada Line from airport to Waterfront almost came here however (purpose right way)
- Broadway corridor (busiest bus corridor)
- \$3 Billion infrastructure
- Hope to go out to University of British Colombia New trolley lines; utility work
- 2025 opening for transit
- City has the road right of way
- The ridge (most exposed part of the Greenway-Area that people see)
- Only area that doesn't have overhead lines
- Most sections don't have lighting
- Have piloted solar lighting along 37th Avenue (Champions wanted it) Have been in place since January 2019;
- Put it in the most difficult places without much light Can last 25 days without any solar light Pushback on aesthetics of look of solar lighting Two story lookout of the area
- Beautiful view of the mountains
- Citywide plan and greenway has impacted the Zoning Potential of the corridor between Broadway and Arbutus area



The Arbutus Greenway

Monday, September 9, 2019

Opening Plenary | Powering Up! Hit the Ground Running 8:00AM to 9:30AM

- This is Rail~Volution's 25th Anniversary
- Ms. Sarah Ross, Translink Director System Planning welcomed the conference

attendees

- Vancouver, Canada has been the home to many First Nations of indigenous people
- Acknowledgement and recognition of the First Nations: Salish Peoples, Musqueam, Squamish, and Tsleil-Waututh Nations
- Vancouver, Canada is ranked seven in transit ridership



Sarah Link, Translink Director, System Planning

The Honorable Bowinn Ma

- Parliamentary Secretary of Translink of Canada
- Politics is what inspired her to run for office
- Most challenges are political
 - How we as humans interact with each other is important
 - It's important to create the context
 - All things are political —> it matters
- \$7.3B Canadian Dollars for transit for 2.5 million of the population
- Public transportation options are the way forward

The Honorable Jonathan Coté, Mayor of New Westminster

- Transformed his mayor parking stall into a parklet
- Represents oldest city in Metro Vancouver —> 70,000 in population
- New Westminster was designed before automobiles
 - High use of transit

- Current Chair of the Metro Vancouver
- Not to permit highways into a major City Center corridor
 - They were plan to build highways into Downtown Vancouver —> even close to the Hyatt Regency (location of the conference)
- 1970s Agricultural lands (urban containment boundary)
 - Livable Region Strategy
 - Regional Town Center model
- Welcome reception at Regional Town Center in North Vancouver
- Past three years there has been an increase of 18% growth in transit ridership
- Investing \$7B in a transit system
 - 21 municipalities
 - Improve SkyTrain
 - South of Fraser area (second largest city in Vancouver)
 - 18th growth in transit
- Challenge in Metro Vancouver
 - Cost of housing
 - Beautiful Transit-Oriented Development (TOD) areas
 - Real estate prices
 - Low to moderate incomes are priced out
 - Congestion and look at it
 - How will autonomous vehicles and Uber/Lyft integrate with the existing system (currently Uber/Lyft are now in operation in Vancouver)

Congressman Earl Blumenauer, Congressman, 3rd District, Oregon

- Founder and early supporter of Rail~Volution
- Creating own trends in Vancouver
- Portland, Oregon comparisons
 - Gentrification
 - Different era with federal government
 - Different challenges today
 - Climate concerns are on the horizon
 - Urbanization
 - In Oregon
 - Grassroots effort
 - Local tax to fund infrastructure
 - \$50M a year
 - Greatest need
 - Housing as a basic infrastructure
 - Report on federal housing
- Haven't raised the gas tax in 26 years at the federal level

- Sustainability
- Healthy food
- Build civic infrastructure
- Climate ready green government

The Honorable Carlin Thomas

- Homeland of the three nations
- How are we working with indigenous people
 - Who are the indigenous people here?
 - Find a way to co-exist
 - Find ways to work togetherIt's up to you
 - A former educator
 - Space and resources are needed
 - A chant was performed "Spirit of Sahave"
 - "Risks and chances that we take to best represent the people we serve"

Keynote Speaker Mr. Roger Haskett

- How to be more engaged in your life?
- We are here to save the world for better transportation choices
- Top two reasons to come to conferences
 - 1) Connecting
 - 2) Learning
- Desiring connection
- The Holy Trinity of Networking
 - Name
 - Where are you from?
 - Where do you work?

Add:

- What do you do to fill the hole in your soul? What do you do to make your soul whole?
- What will happen if we all become just a little more engaged?
- 1% increase in employee engagement (Gallup, Harvard Business Study)
- Up to 9% increase in revenue
- According to Gallup poll:
- "Roger predicts that nothing predicts growth like engagement"
- Roger's Rules of Engagement
 - Ways to be more powerful
 - Step Up/Step Back
 - If you talk a lot → be that person that steps back

- Misery is optional
 - You are responsible for yourself
 - If you need to take a call —> do it
 - Rule is about presence
- Movement is necessary
 - Stand up for every 20 minutes for two minutes
 - Sitting is the “new smoking”
 - Played blind karaoke —> music and then sign it without the song
- T is for term
 - Stop as much “social pain”
 - Notice how people are feeling
 - We are all social animals
- The more you have, the more fun you have.
 - More fun = more power I am creating
- Smile!
- Roger gets hired to change the energy. There is energy in positive.
- The 10/5 Way. So simple. So potent. When you are approaching someone.
 - Within 10 feet —> smile
 - Within 5 feet —> say a greeting “Hello!”
 - Much easier to engage if one is happier and situation is fun.
 - Engaged is a gift that keeps on giving
- The Rise of the Citizen and Participant is common today
 - Fight back with: Positive Energy/Positive Ratio
 - Connection
 - Engagement
- What will happen if you got more engaged?
 - Engagement is active participation
 - It's contagious and advantageous

Shared Use Mobility for All 10AM to 11:30AM

Moderator Mr. Thomas Waldron

Panel: Ms. Nint Glazer, PhD, Co-Founder, CEO Looking Bus

Mr. Mitch LaRosa, Program Director Mobility Development Foundation, Buffalo, NY

Ms. Harmony Lloyd, Chief Operating Officer of Planning and Innovation, City of Flint Mass Transportation Authority, Flint, MI

Ms. Glazer

- Started in Ann Arbor, Michigan and now in Palo Alto, CA Accounts of ADA Passengers
- Stories and quotes from paratransit riders
 - Micro Navigation
 - Pick up
 - Drop-off
- Looking Bus is an application that has sensors at bus stops for paratransit riders who use the regular bus system
 - Looks out for every rider
 - People choose to use the bus rather than Uber and Lyft because it's more cost effective
- Accounts of ADA Passengers
- A complete trip application
- Air gapped operation
 - No cellular/Wi-Fi
 - Weather resistance
 - Energy efficient
 - Five to seven years of operation
 - Reservation flexibility
 - Driver alerting unit to notify the drivers of the bus for a passenger that needs ADA assistance
 - Goal is to shift some riders from paratransit to the bus
 - Improve service for riders with disabilities
 - A quick return on investment
 - Increase ADA ridership without Paratransit resources
 - Improves service
 - Testing automated vehicles (shuttles)
 - 180 people who are visual impaired are using the service in Lansing, Michigan
 - Improves perception of service
 - Innovative
 - Going to Detroit
 - Two bus companies in Michigan
 - 100 buses
 - Service free for one year as pilot for cities that want to use it —> Up to

\$750,000 in value

- Challenge: need a smartphone
 - Can reserve a trip ahead of time without a mobile device
 - Bus driver will still be able to recognize
 - Researching pendant necklace

Mr. Mitch La Rosa, Program Director Mobility Development Foundation, Buffalo, NY

- Social enterprise
 - Based in Fresno, California, and Chicago, Illinois; mostly in New York
 - Founded in 2009 working with carshare
 - Research —> Pilots —> Business Planning —> Operations (repeat cycle)
- Key difference between 2009 and 2019: shared mobility
 - 2009
 - Ride Hailing doesn't exist
 - Montreal launches first Bikeshare in North America
 - Carsharing nearing full market penetration
 - Infancy of smart mobility technology

Who is Underserved?

- Older adults with people with disabilities
- Small and mid-size cities
- Rural communities
- Low-income communities

Working together

- Public, private, partnerships (3P)
- Adapting
- Funding Sources
- Community Controlled Systems

Equity focused car sharing

- Phase I: \$10 million in private funding
- \$3.5 million in public funding
- Phase II: \$5 million in public funds
- 200 additional electric vehicles (EVs) \$4.5 per hour
- 100 EVs, 200 charge points to serve Central LA Disadvantaged Communities

HourCar — Twin Cities, Minnesota

- \$8 million in public-private investment
- 120 to 150 shared electric vehicles

Bike share in low-income communities

- Median \$33,000 and below income
- Reddy Bikeshare
- 145 bike/30 station
- \$1 membership for all city residents
- 1 cent per minute
- New Volunteer Transportation Systems
 - \$250,000 Federal Transit Administration (FTA) and National Aging and Disability
 - New integrated shared mobility systems for rural communities
- Chicago, Illinois —> mandates that Uber/Lyft provide accessibility for disabled —> medium term use of wheelchair
- Rural Electric Vehicle Carsharing (Miocar)
 - San Joaquin Valley, California
 - 3P
 - 24 new electric vehicles at low income housing
 - Launched for two months
 - 200 members signed
 - 30% of people in Buffalo and San Francisco don't own vehicles

Ms. Harmony Lloyd, Chief Operating Officer of Planning and Innovation in the City of Flint, Michigan in the Mass Transportation Authority

- Has six boys
- Genesee County established in 1836 in Michigan
- 2016 water crisis was occurring in Flint, Michigan
- Flint considered a food desert (now access to food locations/grocery stores)
- Substance abuse increased
- Mental health conditions increased

Solutions:

- Same day service (30 minutes)
- Person center trip planning
- Many folks haven't used public transit
- Door-to-door service
- Car seats available for kids —> drivers are car seat certified
- Accept credit/debit cards in vehicle
- Support for healthcare service
- Anyone in the healthcare continuum can schedule a ride
- Create key partnerships

- Veteran services has funding available
 - Agencies on aging
 - Has funding sources
 - Technology —> hospitals have portals to track patients and schedule a trip
- Accept Square and use it on tablets (does not accept cash payments)
 - \$15 per trip
 - \$14.95 for operations cost
 - 100% recovery for the utilization of the system
- September 2016: 169 trips permonth 2019 10,000 trips per month
 - In the county, a tax was passed in every precinct (tax mileage to fund the transportation program service) \$12 million. Highest vote percentage 70% to 30%
 - In prior years tax would not be approved
 - 2% are private paying partnerships
- Renewal tax mileage (Flint increased the support)
- Public transportation has to be a part of the solution
- Flint has 14 fixed transit
 - Including a county paratransit service
 - Integrate with existing systems
 - Partnerships agencies pay for their clients
 - Still working the cash issues
 - Looking into a pre-loaded account
 - Program has the highest feedback in so many positive ways
 - FTA 5307 funds money and capital grants for infrastructure
 - Has vehicle locations
 - MTA was experience a decline ridership
 - Transportation is number barrier to getting around to places

Idea Exchange Forum 12PM to 10:30PM

Mr. Gary Thomas, Former Board Chair of Rail~Volution and Dallas Area Rapid Transportation (DART) CEO Mr. Charles Cruz-Casas, Assistant Director of Public Transportation

- How can mobility services be complimentary to transit services
 - Goal to manage all services on one application rather than multiple applications
 - 12 members of the committee
 - Formal study can take longer because technology also changes
- Currently there is a mobility management study
- American Public Transportation Association (APTA) conducted a study tour in Europe
 - All three cities were aggressive about how they manage this type of service
 - Data is critical —> outcomes based

- Application Program Interface (API)
- Public transit is the keeper of the public good
- Managing integration with Uber and DART
 - DART wanted more data from Uber —> Uber retreated
 - 511 —> transportation congestion in the region
 - Lyft offered more rides for the disabled
- 2018 introduced cash payment (DART)
 - Go Pass Wallet at Convenience Stores
 - Low income population would pay every day
 - DART developed a way
- 13 micro zones
 - 10 minute response time; used to have 60 minute headways
 - Uber pool successful proposal as a backup
- Legislation
 - Payment and travel information —> To get federal funds
 - Data sharing is challenging

The outcome of this session was more of an informal discussion now what areas the study and focus should be on as it relates to utilizing different platforms and services all under one application. The key challenge is data sharing and how to successfully integrate different platforms under one application for a transit authority

Ms. Melissa Jones, MPA Executive Director, Bay Area Regional Health Inequities Initiative (BARHII), Oakland, CA
Mr. Bob Allan, Policy and Advocacy Campaign Director, Urban Habitat, Oakland, CA

Ms. Deyanira Zavala, Director of Programs, Mile High Connects, Denver, CO

Mr. Joe Donlin, Associate Director, Strategic Actions for a Just Economy, Long Beach, CA

2:00PM to 3:30PM

- 10 Counties in the Bay Area have local health
- The Need for Solutions at Scale
 - 66 to 89 years is the life expectancy
 - Housing and transportation is an important social equity issue
- There was public health retreat four years ago
 - People were living in poor housing conditions
 - 50% in Census isn't the Bay Area are living in displacement areas
 - Difficult choices to make
 - People have moved further away from job centers
 - Re-segregation in the Bay Area

Mr. Bob Allan

- Bay Area case study
 - Organize a regional coalition
 - Privatization of transit in Silicon Valley for the dot com companies (hi-tech)
 - Free transit affordability program
 - Gentrification of mass transit
 - Race, inequality, and the segregation of the Bay Area by Urban Habitat

Mr. Joe Donlin

- 37 community based organizations where all people have access to jobs
- Located in South Central LA
 - www.ownit.la
 - Tenant gets information about building owner/sales information
 - Two big votes in LA for rent control
 - Measures R and M = \$160 Billion dollars in investment
 - Eviction crosses similar to homeless cross
 - 90% of transit riders are people of color
 - 35 community plans —> update
 - #PeoplesTransit
 - Congestion pricing and free transit are being contemplated for MetroLA

Ms. Deyanira Zavala, Director of Programs, Mile High Connects, Denver, CO

- Losing people of color at the most rapid pace
 - Lost most of the Latino population in Denver
 - Small pockets and areas on the outskirts of where people live
 - \$322,000 in 2016 to \$600,000 in 2019 for current average home price
- Key partners and influencers
 - 9 to 5 Colorado
 - United New Economy
 - Enterprise
 - Montpelier Organizing Committee
 - Mi Casa Resource Center
- Low income fare now in Denver
- Key strategies: Strategy, Influence, and Equitable Development

Second half of the session was in small groups

- I chose Bay Area group
- Free transit for the City and County of San Francisco —> income based
- Only for Muni transit in San Francisco
- Big question is: Tradeoff between making transit affordable or frequent?

- Require affordable housing and connecting it with transit passes
- Incentives for parking units
- Active modes are most important

Wayfinding and Placemaking 4PM to 5PM

Moderator: Mr. Taiwo Jaiyeoba, Planning Director, City of Charlotte, Charlotte, NC

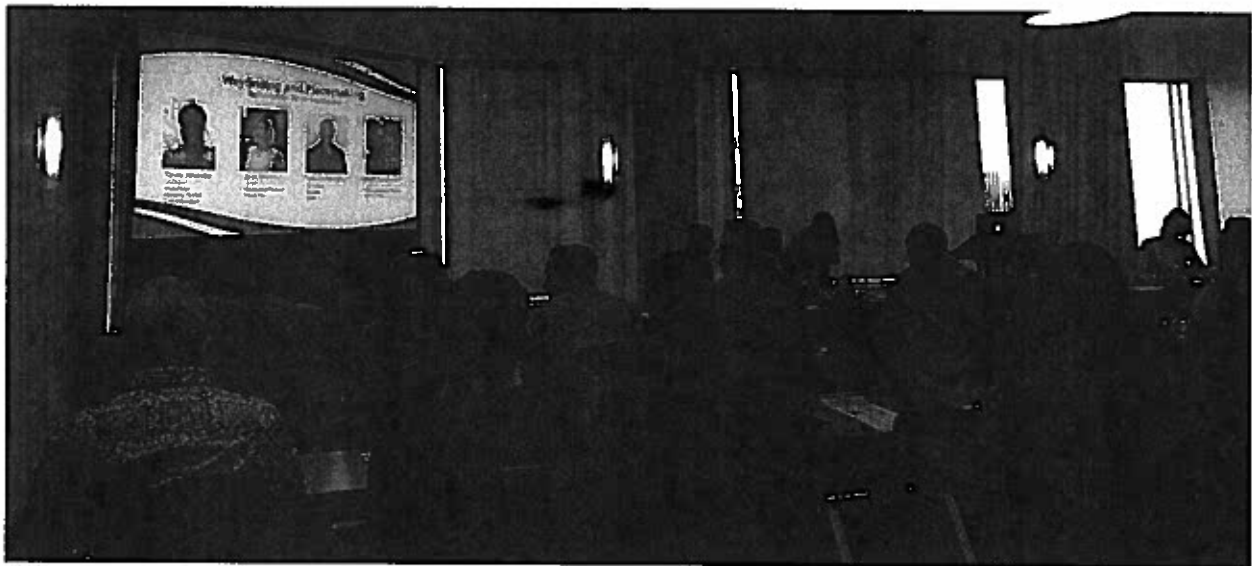
Mr. Marc Szarkowski, Transportation Planner, Maryland Transit Administration, Baltimore, MD

Mr. Vincent Matthieu Gratton, Brand Specialist, Entro Communications, Inc., Toronto, ON

Ms. Jada Stevens, Wayfinding Planner, TransLink, Vancouver, BC

What is Wayfinding?

- What people do to navigate their conscious and subconscious
- What's the point of creating places if people are not able to get to it
- What will people remember about your communities
- Wayfinding is about finding our way



Wayfinding and Placemaking

Ms. Jada Stevens

- Have great branding
- History of Wayfinding at TransLink
- 2010 Vancouver, BC hosted the 2010 Olympics
- Developed Wayfinding standards
 - 136 pages

- Created design guidelines
- Implemented Wayfinding
 - Signifier for transit
 - Real time by text information
 - 8,000 bus stops in the region
 - Bus stop signs and time schedule
 - Bringing in Rapid Bus in January 2020
- Green color —> Color of Vancouver also represents “rapid”
- Place making and public art are important
- Future of transit wayfinding
 - Make wayfinding accessible
 - Braille, voice, digital signage are all important
 - Not at all SkyTrains for TransLink
 - Ensuring the customer has the right information

Mr. Vincent Gratton

- Standard guidelines
- 340,000 daily trips in the City of Ottawa
- OC Transport
- Carries 97.1 million annual riders
- Goals in Ottawa
 - User-centered
 - Connectivity
 - Consistency
 - Seamless
 - Symbols identify type of bus
 - Use shapes for those who are color blind
 - Layout signs
- Brand hierarchy
 - United system
 - New system just open with “O” branding before their were different types of systems and different symbols; now it’s under one branding effort “O”

Mr. Marc Szarkowski

- In Maryland they developed goals
 - Create unified bus maps
 - Marched schedules to system maps
 - Added route maps on bus stops
 - Chose to post not the full schedule
 - Added neighborhoods

- Apps a tool to use for wayfinding
 - Still need to look at signage or ask for direction
 - Traditional wayfinding will be used
 - Google Maps may not help you find your way through transit
- Consistent placement is important
- On a limited budget where do you start first?
- What places do you control?
- Route strip maps on the window or in advertising areas
- How expensive is the branding process?
 - It depends and differs, not the entity

Discussion and question and answer session

- At TransLink, bus routes changes four times per year
 - Wayfinding department is under the Public Relations, Communications and Marketing Division
 - Use a font titled "Meto OT"
- If people use transit cost wouldn't be a factor
- Link landmark buildings to maps on Wayfinding
- Do station walk audit and art
- Bring in consultants and everyone for the process
- Placemaking is critical
- Think as if, "I am a visitor and what will experience be like?"
- Universal font is Arial Narrow Bold

Tuesday, September 10, 2019

8AM to 9:30AM Opening Plenary Session

The Challenge of Getting it Right: Success, Housing Affordability and Displacement in the Vancouver Context

Moderator:

Ms. Frances Bula, Urban Affairs Contributor, The Globe and Mail, Vancouver, BC

Mr. Andy Yan, Director, City Program, Simon Fraser University, Vancouver, BC Mr. Jay Potter, Author/Placemaker/City-Builder, Toronto, ON

Ms. Andrea Reiner, Adjunct Professor, School of Public Policy and Global Affairs, University of British Columbia Mr. Tim Grant, Vice President, Development, PCI Group, Vancouver, BC

Ms. Janice Abbott, CEO, Atira Women's Resource Society, Vancouver, BC Mr. Andy Yan

- No. 25th largest region in North America
- In 1948 a single flood took out 10% of Gross Domestic Product in what region
- Had to rethink things
- Workers live and work in the cities
- 20% of workforce (15 years and up) take transit where public transit is the main mode of transportation
- Highest median price
 - Incomes in Vancouver don't align with cost
 - Disproportionate
 - 73% of single family homes are over \$1 million dollars (2018)
 - Transportation is the second largest expenditure in Vancouver
 - Correlation = Homeless increases as well as the home prices
 - Vancouver is the second highest immigrant population next to Toronto in Canada
 - Exodus of middle class families to the suburban communities
 - Used to live in Metro/Downtown Vancouver
- Have to continue the conversation of how transit lines access areas with immigrant populations
- Transport 2050 Plan for Vancouver

Panel discussion

- Immigrant populations in suburbs
- Transit in outskirts not being built for low income families
- Gentrification is not about one project; it's a phenomenon of displacement
- State level has more power than the federal in Canada
- Last 10 years has been more of a conservative government in Canada
- Keep low income housing near transit
- Security and safety for renters is important

- Empty homes tax —> controlling the building of housing for speculation
- What do governments need to do?
 - Governments need to have enough funds to cover the costs
 - Biggest challenge is the price of land

Ms. Andrea Reimer

- Served three terms as a City Councilor
- Served as a vice mayor
- “How to make the impossible, possible”
- In the last 24 years she moved 15 times as a renter
- Last time she drove a vehicle was three years ago
- In 2002 homelessness skyrocketed
 - From 2002 to 2008 homelessness grew 25%
- Purpose of TOD is to get to transit, work, and home in a nearby area
- Do everything we can do
- Healthy democracy that represent the people
- Rental Advisory Committee
 - Created a forum
- Paris and Copenhagen have a diversity of housing options

Mr. Tim Grant

- Greenway along the Canada line is a result of a new line
- +460 new housing units
- 2,000 new jobs
- Five TOD projects underway

Ms. Janice Abbott

- Nonprofit group for women
 - Programs that support women with children (single mothers)
 - Women they work with don't have access to transit
 - Indigenous elders and single parents that are women
 - Micro units need to have public spaces and recreation areas
- More ownerships isn't the community —> grassroots
- \$375 to \$570 Canadian Dollars per month in rent
- “Getting government involved is a work of art.”

Ms. Jay Pitter

- Grew up in the inner city of Toronto in a neighborhood that was not safe (drugs and underage sex trafficking)
 - Had to walk with someone to transit
- Housing and transit are human rights issues
 - It shouldn't depend on who is in office
 - Government needs to stop up and reclaim its responsibility
 - Public transit is about freedom, possibility, and healthy entitlements
- Anti-displacement
 - "Building something in an area displaces people."
- Every place has a distinct place and character
 - For planners and those with ideas —> go out and live in those communities
- Want community spaces
 - Close to their families, close to work, close to school
- Developed a project for nine years (198 unit mixed use with mixed rentals)
 - Studio and one bedroom unit

Completing the Street: Rethinking the Right Way of Prioritizing People 10AM to 11:30AM

Emcee: Mr. Richard Weaver, Co-Director National Center for Mobility Management/Director, Planning, Policy/Sustainability, APTA

This session broke up into small groups. I could choose two groups for two sessions.

My first choice was: Table No. Two — Gastown Complete Streets Multimodal Transportation Network

- Co-Moderators: Ms. Justine Clift, City of Vancouver, BC and Ms. Christina Lindsay, Principal Consultant, Steer, Vancouver BC
 - I had an opportunity to visit Gastown prior to this session. It's a really cool and historic neighborhood. Very trendy and a tourist attraction.
- Goal: More street activity — "pedestrialization" —> need to recognize
 - Address loading and unloading zone issues
- Historic and economically diverse area at the Downtown Core
- Famous steam clock
- Need to be "car light" —> reduce vehicles in the area and focus on pedestrian as a priority
- City of Vancouver has a five year plan for bike lanes
- Renovated in the 1970s
- Planning for a street rehabilitation along Water Street in the north of the neighborhood
 - "Book end focus" in Gastown — transportation options at the end of the corridors and not through the middle of the corridor
- Gastown is unique

- Cobble streets are unique yet need to make access for all in design
- Need a service and delivery plan to address management of loading and unloading zones
- Reimagining Gastown and its connections to east and west
- Lots of single residences occupation
- Evolving area and a hipster town
- 100 year old streets
- Opioid crisis is centered near this area
- Strong business society and improvement district
- Working Vision
 - Started calling it a Complete Streets
 - 20 meter right of way on Water Street (very vehicle dominated area)
 - Business Improvement Association (BIA) is a key stakeholder
 - Planners on the BIA Board
- On Trip Advisor, it's the number one place to visit is Gastown
- Gastown has a different feel during different times of the year
- Car parking (access and ingress in areas)
- Challenges with heritage —> working with First Nations
 - Need to have them as partners

Second Choice was Table No. 6 Better Market Street in San Francisco (2.2 mile project)

Moderator: Ms. Christina Olea, Project Manager, San Francisco Public Works

- In 2014, San Francisco declared to be a Vision Zero City (one of the first cities next to New York City)
- 13% of streets had serious inquiries and fatalities
 - Usually 30 per year
 - In 2018, 13 people died
- Market Street in San Francisco is a popular transit corridor for all modes
 - Shared curb lane
 - Four main goals:
 - Safety
 - Transform streetscape
 - Improve transit performance
 - Improve infrastructure
- Sidewalk level bike lane
- Private vehicles are not allowed between third and eighth streets
 - There is a taxi medallion program in the City of San Francisco
- Public transit and paratransit exist

- Loading and unloading not allowed to park on Market Street
 - There are loading bays
- Pilot sidewalk level for bike way between Van Ness Street and Gough Street
- Looking at specific concrete material along Market Street
- Bay Area Rapid Transit (BART): Mr. Tim Chan, BART
 - 420,000 weekday riders
 - State code — all stations must now have a canopy
 - Pilot for Powell Street and Civic Center Stations
 - Glass design; original design was for grill gates
 - Each glass panel is \$22,000 each
 - Permitting goes with the city
 - Moratorium for no construction between Thanksgiving to New Years Day
 - Doing 19 more canopies along the BART stations
 - Dealing with homelessness
 - System is 50 years old
 - Has to coordinate design with Better Market project

Mobile Tour No. 20

The Expo Line: Three Tales of TOD Community Planning

Lead Presenter and Tour Guide Mr. Tamin Raad

Mr. Raad is a transportation planner

Was a part of Translink in 1999

—16 years at Translink

Will look at three stations. Started in 2003/2004.

-On newest SkyTrain

-Mark 1 louder train

-Hardly any parking by stadiums adjacent to stations

-Used to have freeway however there were protests

-Build housing and rail

-Expo Line wasn't built for accessibility

-Olympic Village is on the way

-Passed by a bank that the line ran thru



Mobile Tour No. 20: Expo Line



On Expo Line

Exited Commercial-Broadway Station via Expo Line

Scott Hine and Kryla Gurling

-Worked for the City Vancouver for 20 years; retired and now teaches at University of British Columbia

-Hyper-capitalist approach doesn't have a good outcome

- Worked on this project for years and refreshing the Safeway Store
- Safeway wanted to do two story with parking underneath
- Wanted towers in the area (22 towers without any consultation)
- Council was booted out they were developed focus
- Developer sites on the land
- Pay attention to the context of the place and work with the community

-Built a city based on design from over 30 years

-Before TOD

- Best urban design practice
- TOD areas you can be more aggressive
- It's not a one-size-fits-all

-How to retain the heritage character, being inclusive, community processes

Grandview Woodlands Area (adjacent to the station area)

- Primarily owned by Italian Families
- Now multigenerational community

-Land density to reflect the community character

-“Urban Acupuncture”

-Emerging TOD outside of Downtown—20 to 25 foot story range

-Rail is not required for TOD

-Make sure there is a sensitive fit to the community

-Challenge with a parcel with 13 owners (family)

-Think of Food Oriented Development (FOD)

-Rio Theater locally owned building; \$3.7B Canadian dollars up for sale

-The Drive (area just adjacent of the station)

-Public plan was supposed to be on 10th and Victoria

-Community benefit traded off site

-Also look at business-oriented development

-Community driven development will be more mission driven

-Highest volume of transfer point (bus/rail)

-Commercial drive used to be a street car corridor; now it's a bus corridor

-1986 Expo Line City Vancouver was interested in revitalizing the Downtown area

-Joyce -Collingwood Station a newer type of station - former industrial area

- Community benefits (public lands and school)

-Most on industrial lands are on Brownfields lands

-Two parking spaces per unit; now one per unit

Next Stop: Metrotown Station

-Second busiest station out of 53 stations

Mall adjacent and largest in British Columbia

-Pedestrian/Bike Trail along the rail line

-Tripled capacity to the area

-25 years to improve the station access area

-Screen gates were looked at however it's capital intensive and trains may not stop at the exact location

-Light Rail was envisioned in this corridor

-First automated technology for elevated rail for grade separation

Stuart Ramsey, Manager of Transportation Planning for Burnaby

-Largest concentration of affordable housing

-“Demo-eviction”

- People left for rental

-\$800 Canadian per square foot

-More people moving to the region

View from 29th floor of a building

-Mall used to have two owners now it's one

-Brown buildings in the area was because Planner wanted brown building

-Footpath—>now a six lane corridor

- Built pedestrian bridges because it's a highway

-Burnaby four high concentration of developments

-Large Parks around the lakes

-50 years of experience of density in the area

-Overhead walkways for pedestrians

- Some are not in use
- Looking at a complete network at one network above the street

-Activate the streets yet make it safe

-Burnaby was opposed to the pipeline expansion

-Spill had a major impact in the community

-Court has yet to rule for the expansion

-Urban Growth Planning is important

-Over 20+ mayors and regional areas and all have to agree on a multi-regional plan

New West Minister Station

-Small/dense municipality

-River on side and green field development

-77K and up to 100k in population

-More Sky Train capacity

-Frequent bus in the city

-Original Capitol of the Province

-Major drug crisis/crime/homelessness

- Three-prong approach: Work with police, social services, housing
- Big investment in Downtown
- Also a new Downtown Park
- Three towers and grocery store
- Shift with use of space of parking
- Water table issues in the area
- Parking below the water/river
- Designing parking requirements
- Now has fare gates didn't have before
- Big lesson —> how to understand the developer's timeframe and working with Translink
- Added canopy; residents used to throw things down at the station
- How to make two buildings work together
- Outer area not planned well
- Huge shift in redevelopment in the area

-Translink has a very few park and rides and has a policy that unless it increases ridership and higher and better use.

Surrey-Station Area

-New station that just opened

-2011 new library

-2014 City Hall

-560K

-1970s Transit

-SkyTrain came in the 1990s

-Primarily a residential area

-Escalators should have access going down and in both ways especially with people experiencing issues with mobility

-Architects designed Joyce and Surrey-Central Station (26 minutes to get to Burrard Station)

-Wi-Fi being retrofitted in the trains and buses

-Redoing infrastructure

-Separated Area for cycle track

-And double lined trees

-University is a big partner

-Development standards is that developers have to meet standards including cycle track

-Schools at capacity; plans for urban school

-Provincial government built a building in 2003 for the insurance company; used to be a mall and then didn't need it

-Suburbs can do Transit; just need to increase frequency for transit (every 15 mins. or less for 15 hours a day)

- Up 15% in transit

Wednesday, September 11, 2019 9:30AM to 11AM

Parking Requirement Policies for TOD

**Moderator: Ms. Lucy Galbraith, AICP, Director, Transit Oriented Development, Metro Transit, Minneapolis, MN Mr. Patrick Siegman, Principal, Siegman & Associates, San Francisco, CA
Mr. Jason Wittenberg, AICP, Planning Manager, City of Minneapolis, Minneapolis, MN Mr. Robert Johnson, Vice President Transportation, NHL Seattle, Seattle, WA**

- Majority of the panel recommended reading "High Cost of Free Parking"
- Former Councilmember Frye —> Now Mayor Frye "Went to war on surface parking and now we are winning."

In Minneapolis

- 2015 Parking Reform
 - Residential uses near high frequency
 - ◆ Transit decreased
- 2016 Parking Reform
 - Curb cuts and parking reduction
- 2017 Parking Reform
 - Parking garagedesign
 - ◆ No more than 30% of frontage be facing the street
 - ◆ Downtown Minneapolis —> No minimum parking spaces in Downtown Minneapolis
 - ◆ Incremental increases
 - ◆ Political leadership
 - By 2040 eliminate minimum off-street parking

Transportation Policy Goals

- Alignment with reduction in cars

Mr. Robert Johnson

- He was a former Councilmember
- Best way to change a person's behavior is for new residents
 - 19% growth in the Seattle Region
- King County — Right size county
 - Add graphics to reports
 - Seattle Council Bill 119221 passed
 - Unbundled parking in leases (10 to 20% in the city living car free)
 - Broaden flexible use parking

- Allowing new development along frequent transit routes to be built without parking
- Eliminating all parking requirements in affordable housing projects regardless of location
- New bike requirements
- Expanding distance for off-site parking allowances
- 2036 Expansion of Sound Transit to other areas
- Parking Policies for Walkable Cities

Mr. Patrick Siegman

- Grew up in Palo Alto, CA
- Home price of his parents when they purchased it was \$16,000, now it's \$2 million
- London, UK has a national ban on minimum parking
- Parking policies for walkable cities
- Berkeley, CA license plate is your permit
- Managing curb parking in residential areas
 - Learn to manage curb parking
 - Don't give up on curb parking
- Beacon Hill in Boston gave out more permits than the amount of spaces
- Charge non-residents and future residents for the right prices for curb parking
 - Return revenue to the neighborhood
 - Existing residents park for free or cheaply
 - Curb Space SF
 - New mobility Revolution
- How do you address parking demand in residential neighborhoods that may want residential parking zones yet may price out low income housing and university students?
 - Use data around the area
 - Look at open parking spaces in the area
 - Homeowners can sell their parking in the market
 - University of Texas at Austin has a parking program in the area with 50,000 students
 - Find champions and have resources
 - Rice Village in Houston, TX needed to move 30 to 60 people to off-street and found 1,000 spaces during peak time in the area
- Put maps in downtown areas for parking lots
- Have Transportation Network Companies (TNCs) find a staging area so that they don't drive around the neighborhood
- Stockholm has Congestion Pricing

The Future is in Our Hands: The Next 25 Years Will be Different

11:30AM to 1:30PM

Moderator: GB Arrington, Principal, GPB Place Making, Barcelona, Spain Mr. Mac McCarthy, President, Lincoln Institute of Land Policy, Boston, MA

Ms. Lisa Bender, City Council President, City of Minneapolis, Minneapolis, MN

Ms. Odetta MacLeish-White, Managing Director TransFormation Alliance, Atlanta, GA

Rail~Volution has been held in different cities

- Rail~Volutionaries are dreamers and doers
- Now is the time to have re-examination of how we can look at more fresher ways to look at things
- There is a sense of urgency

Panel

- What is the carrying capacity of our city?
 - Challenge is also Climate Change
 - Reducing vehicle miles traveled
 - People are moving back to the Downtown core
 - Minneapolis 27% more likely to be homeless if one is Native American
- Need more support at the local level for a sustainable future
- Need to do more authentic relationship building
 - Person to person
- As a human being, connection is key
 - Humans want to be in relationship to each other

Note: I left the lunch session early at 12:45PM in order to make it to the airport on time for my airplane flight.

Conclusion

I really enjoyed the Rail~Volution Conference as the City of Vancouver has a similar rail system to what we are building in Honolulu--driverless and elevated (above grade system). While most of the development for the system occurred several decades ago, and more recently as the Vancouver Winter Olympics nearly a decade ago, there were many lessons learned from planning, infrastructure, housing, transit-oriented development, and other issues around rail transit. In addition, I did enjoy the mobile tour as it provided me with a firsthand experience of the Arbutus Greenway, which is very similar to the Pearl Harbor Historic Trail that is currently in the district I represent.

City Council
City and County of Honolulu

CLAIM FOR TRAVEL REIMBURSEMENT

Date: September 26, 2019

Traveler: Councilmember Brandon Elefante

Event: Rail-Volution Conference 2019

Location: Vancouver, BC, Canada

Dates: From September 6, 2019 To September 11, 2019

Description	Amount	Notes:
1. Registration Fee		
2. Airfare		
3. Hotel	1195.80	Hyatt Regency Vancouver Hotel
4. Meals	51.88 45.87	
5. Ground Transportation	8.00 6.08	
6. Tips	7.50 7.58	
7. Other	30.00	Airline Bag Fee
Other	3.49	Foreign Transaction Fee
Other		
8. Adjustment		
TOTAL REIMBURSEMENT	1296.67 1288.22	

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:

Signature of Traveler

Date

09/26/2019